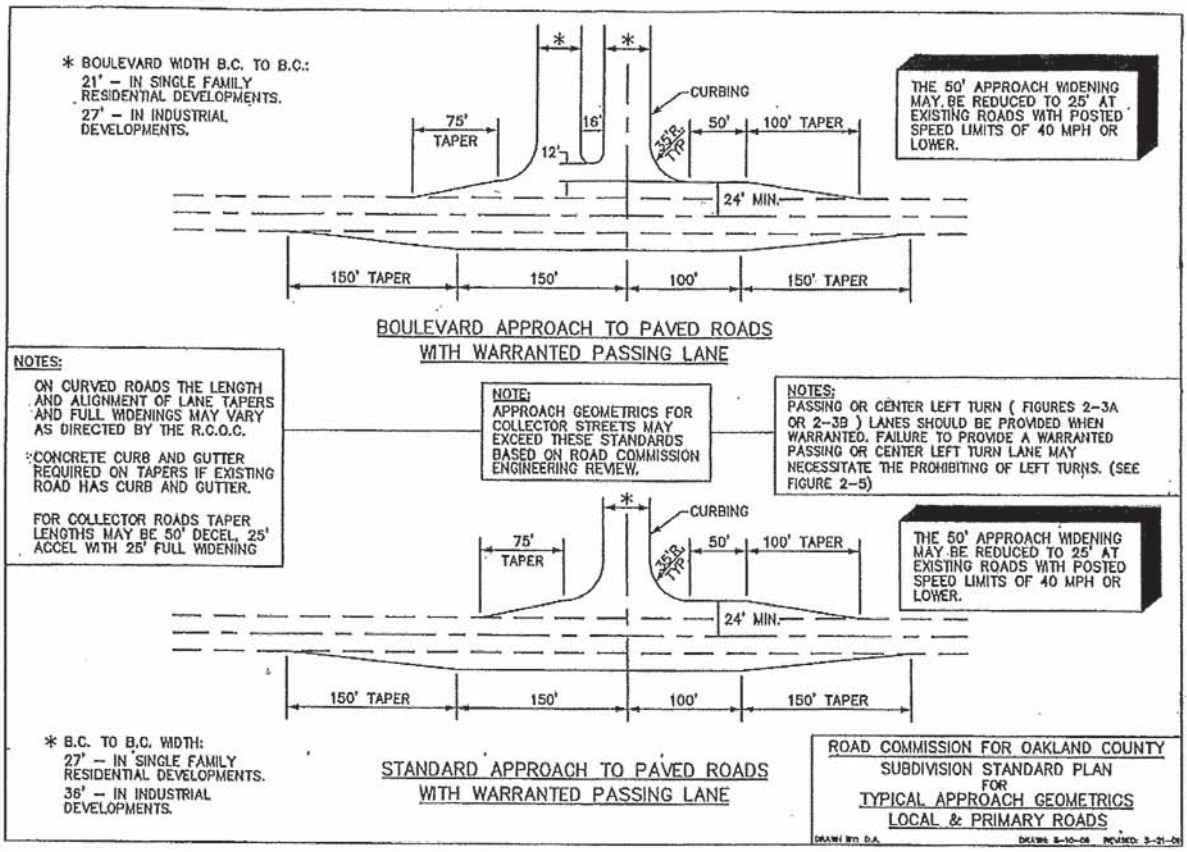


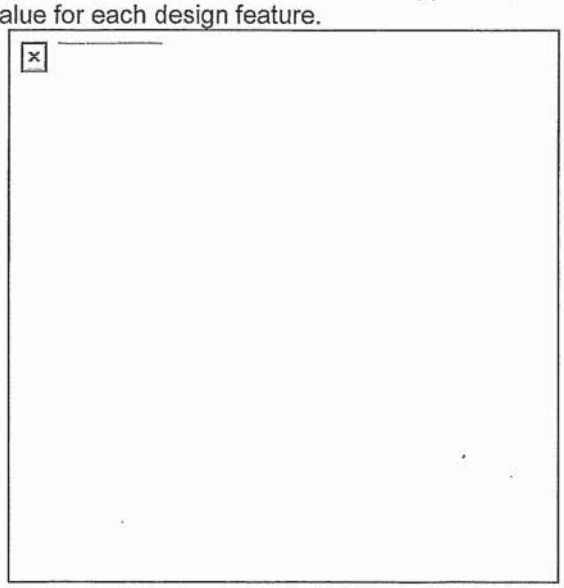
The TYPICAL dimension shall be used unless the Permits Division specifies or the Applicant shows cause for, and the Permits Division approves, a different value. The RANGE in dimensions indicates the working value for each design feature.

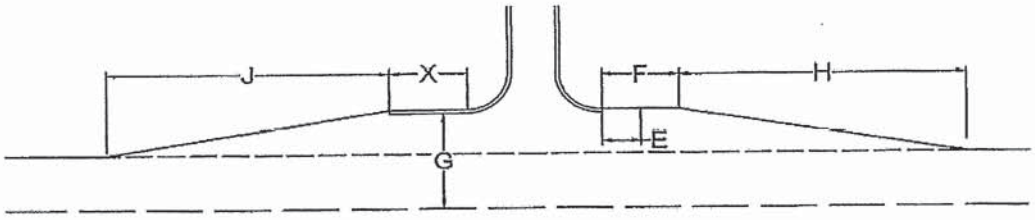
6.7.3 Figure 6-3 shows when a right-turn deceleration lane or taper is warranted. Table 6-9 shows the dimensions of right-turn deceleration lanes and tapers for Commercial Driveway or Private Road approaches.

Table 6-9:
RIGHT-TURN LANE AND TAPERS FOR COMMERCIAL DRIVEWAYS AND PRIVATE ROAD APPROACHES

		Curbed Road		Uncurbed Road	
Design Features		**Typical**	**Range**	**Typical**	**Range**
Curb Ending	E	Not Applicable		10'	(No Range)
Right-Turn Lane Length	F	25'	0' to 150'	25'	0' to 150'
Pavement/Width from CL of Road	G	24'	22' to 24'	24'	22' to 24'
Entering Taper	H	100'	75' to 150'	100'	75' to 150'
Exiting Lane Length	X	25'	0' to 100'	25'	0' to 100'
Exiting Taper	J	75'	50' to 100'	75'	50' to 100'

NOTE:
The TYPICAL dimension shall be used unless the Permits Division otherwise specifies or the Applicant shows cause for, and the Permits Division approves, a different value. The RANGE in dimensions indicates the working value for each design feature.

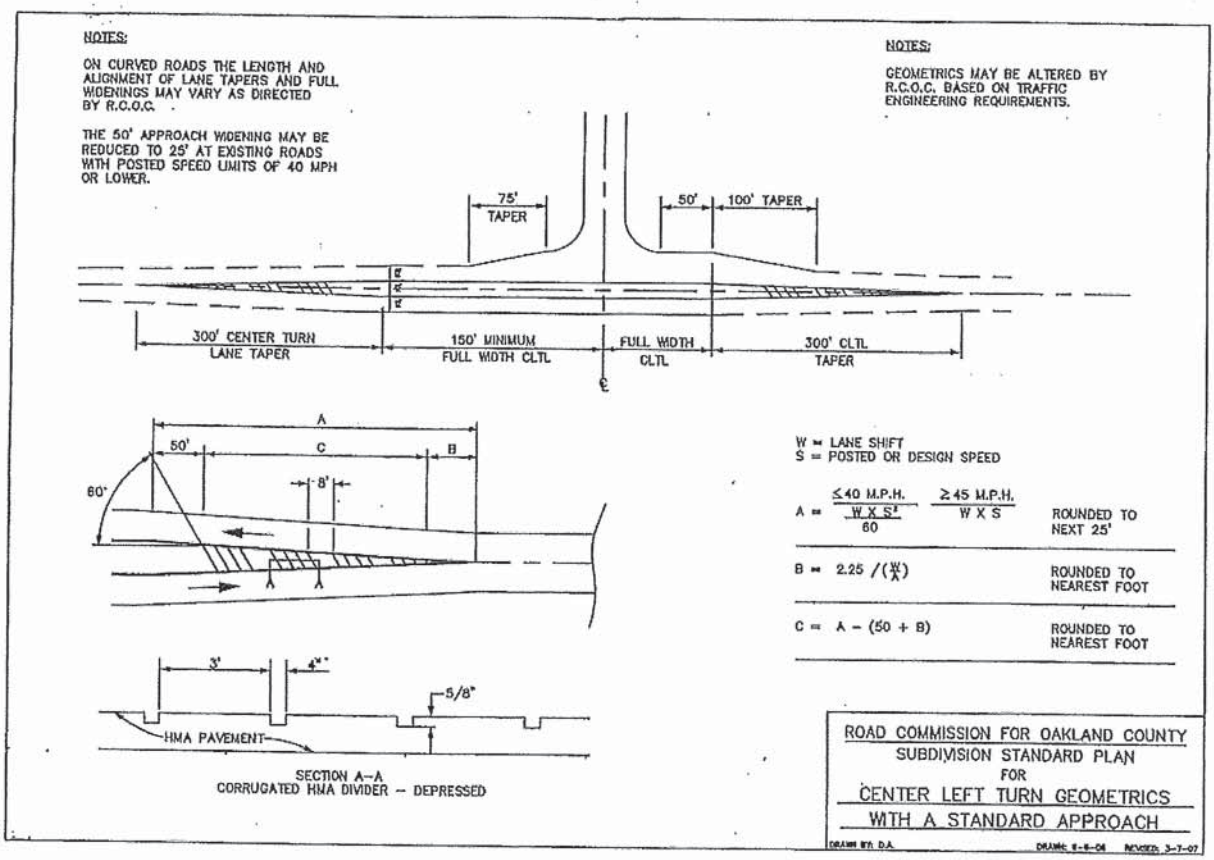




6.7.4 Where center left turn operation exists or is warranted due to the proposed approach, see Figures 6-4 and 6-5. Figure 6-4 shall be used for lane shifts of not more than 6 feet. Where an eccentric lane shift is proposed, the taper length shall be in accordance with the M.M.U.T.C.D.

6.7.5 If proposed entrance or exit tapers overlap with current existing tapers, the Applicant shall indicate the overall lane length that will result and the A.A.S.H.T.O. required exit taper lengths and signing requirements.

FIGURE 6-4


NOTES:
ON CURVED ROADS THE LENGTH AND ALIGNMENT OF LANE TAPERS AND FULL WIDENINGS MAY VARY AS DIRECTED BY R.C.O.C.
THE 50' APPROACH WIDENING MAY BE REDUCED TO 25' AT EXISTING ROADS WITH POSTED SPEED LIMITS OF 40 MPH OR LOWER.
NOTES:
GEOMETRICS MAY BE ALTERED BY R.C.O.C. BASED ON TRAFFIC ENGINEERING REQUIREMENTS.
75' TAPER
50'
100' TAPER
300' CENTER TURN LANE TAPER
150' MINIMUM FULL WIDTH CLTL
FULL WIDTH CLTL
300' CLTL TAPER
A
50'
C
B
60°
8'
3'
4"
5/8"
HMA PAVEMENT
SECTION A-A
CORRUGATED HMA DIVIDER - DEPRESSED
W = LANE SHIFT
S = POSTED OR DESIGN SPEED
A = ≤40 M.P.H. W X S²/60 ≥45 M.P.H. W X S — ROUNDED TO NEXT 25'
B = 2.25 /(W/A) — ROUNDED TO NEAREST FOOT
C = A - (50 + B) — ROUNDED TO NEAREST FOOT
ROAD COMMISSION FOR OAKLAND COUNTY
SUBDIVISION STANDARD PLAN
FOR
CENTER LEFT TURN GEOMETRICS
WITH A STANDARD APPROACH
DRAWN BY: D.A.
DRAWN: 8-8-06
REVISED: 3-7-07